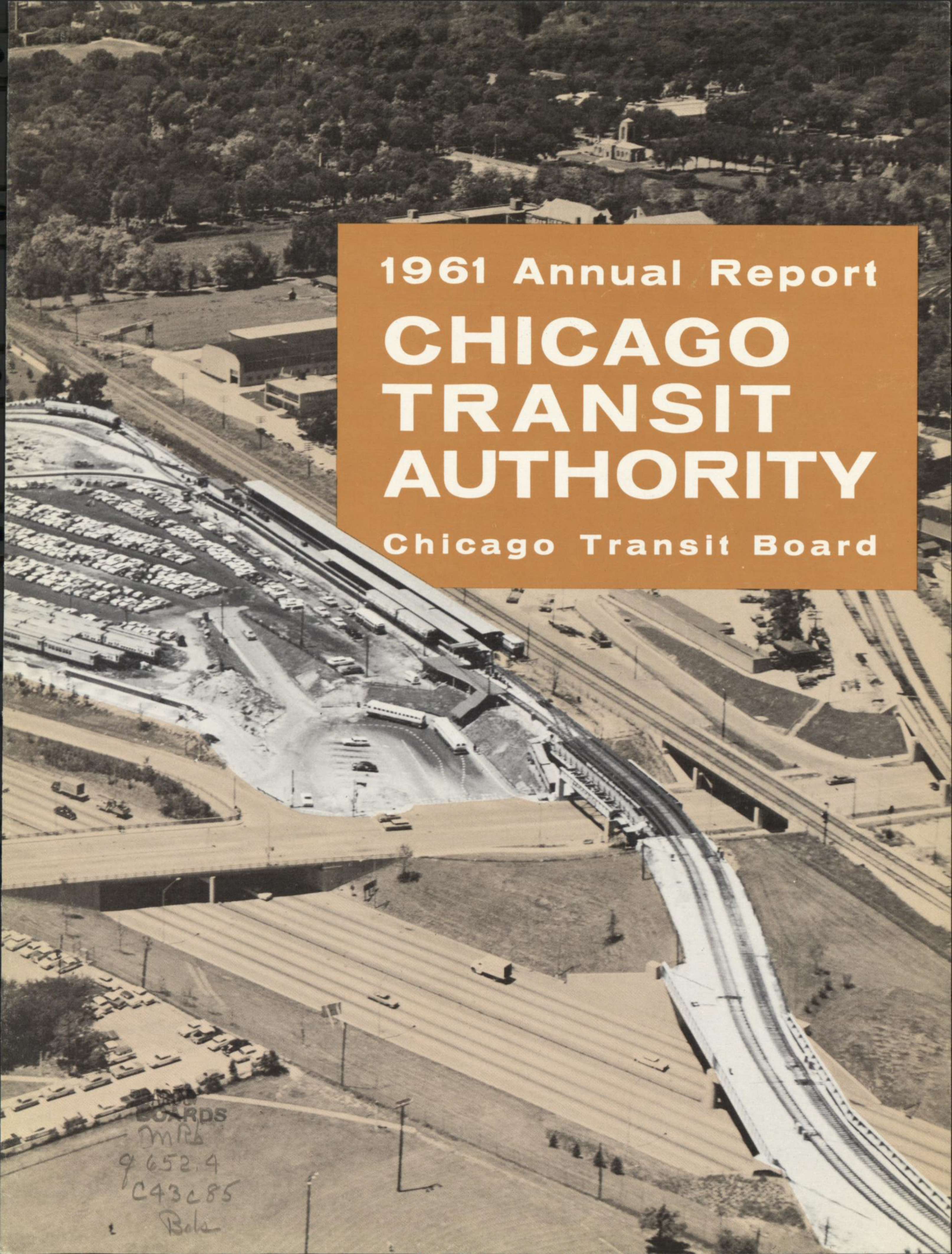
1961 Annual Report

CHICAGO TRANSIT AUTHORITY

Chicago Transit Board



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COVER DESIGN

Aerial view of the Desplaines Terminal in Forest Park, looking northwest from Harlem Avenue, clearly defines the contour of this rapid transit installation set between the Congress Expressway at the left and the right-of-way of the Chicago Great Western Railway at the right. Rapid transit trains, in entering and leaving the terminal, cross above the expressway and Desplaines Avenue. The station and turnaround is just to the right of the free Park-'N'-Ride lot in the center of the picture, and the interchange with Madison Street buses is in the foreground. Car storage tracks and the new service and inspection shops, now nearing completion, are the other facilities shown.

CHICAGO TRANSIT AUTHORITY

SEVENTEENTH ANNUAL REPORT

CHICAGO TRANSIT BOARD

For the Fiscal Year Ended December 31, 1961

MEMBERS OF THE BOARD

and Date Term Expires

Raymond J. Peacock	G	August 31, 1961*
Edward F. Moore	G	August 31, 1962
Mrs. Bernice T. Van der Vries	G	August 31, 1963
James R. Quinn, *Vice Chairman*	M	August 31, 1964
Joseph D. Murphy	M	August 31, 1965
Virgil E. Gunlock, *Chairman*	M	August 31, 1966
William W. McKenna, *Secretary*	M	August 31, 1967

M—Appointed by the Mayor of the City of Chicago.

G—Appointed by the Governor of the State of Illinois.

* Continues to serve until a successor has been appointed and has qualified.

Walter J. McCarter, *General Manager*

William J. Lynch, *General Attorney*

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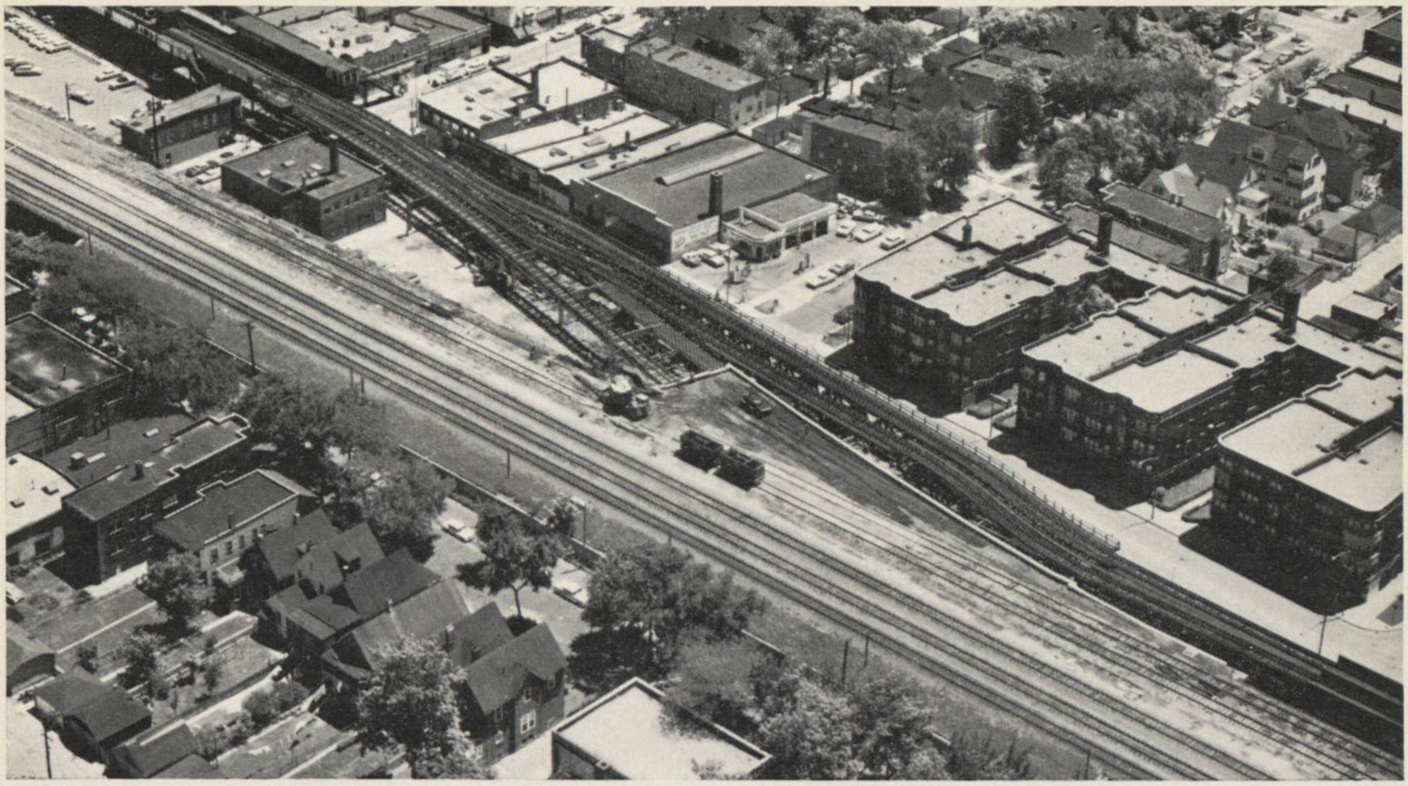

Aerial view of Laramie Avenue and Lake Street looking South East showing track connection with Chicago and North Western Railway embankment. This is an early phase of Lake Rapid Transit Route Elevation Project which got under way in 1961 and will be completed in late 1962.

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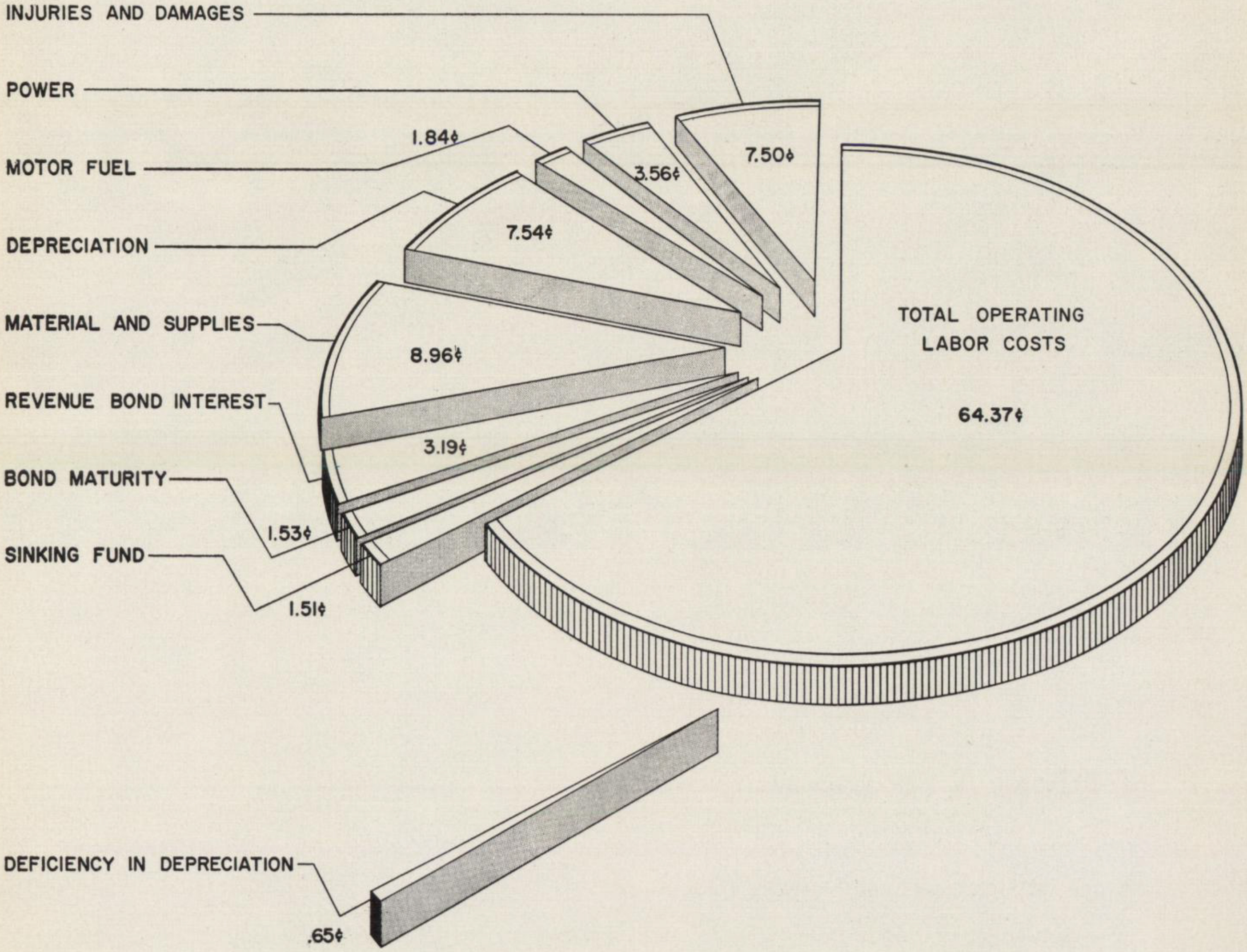
DISTRIBUTION OF CTA'S 1961 REVENUE DOLLAR



NOTE:
Total Operating Labor Costs exclude $2,127,676 (1.63¢ of CTA's Dollar) Charged to Operating Materials and Supplies, Injuries and Damage Reserve and Miscellaneous Services and Supplies.

CHICAGO TRANSIT AUTHORITY

ANNUAL REPORT FOR YEAR 1961

FINANCIAL RESULTS

The Authority ended the year 1961 with a deficiency of $843,082 in its Depreciation Deposits. A severe decline in riding was experienced during this year. Employment, which has a direct influence on the volume of transit riders, had dropped alarmingly in the last two months of 1960 and this decline carried forward into the first three months of 1961, at levels lower than in any comparable period of the three preceding years. Average employment in the Chicago area for 1961 was lower than the average for years 1960 and 1959. Resulting depressed economic conditions, together with the Authority's mounting labor costs, brought about a deficiency in the revenues available for deposit in the reserve for depreciation amounting to $2,951,197 by July 31, 1961. Passenger revenue at that time was $3,569,236 less than in the corresponding seven-month period of 1960. In order to overcome this critical financial situation the Authority inaugurated a 5¢ transfer charge, effective July 23, 1961.

As a result of the increase in revenues from the 5¢ transfer charge, a slight improvement in the employment situation toward the end of the year, and by reductions in costs resulting from continuing operating economies, the $2,951,197 deficiency in depreciation deposits at July 31 was reduced to $843,082 at December 31, 1961.

Comparative results of operations for 1961 and 1960 are shown below:

	1961	1960
Revenues	$130,610,746	$132,092,915
Operation and Maintenance Expenses	112,618,020	113,550,214
	17,992,726	18,542,701
Debt Service Requirements	8,133,394	8,187,675
Balance Available for Depreciation	9,859,332	10,355,026
Depreciation Provision — Current Period	10,448,860	10,567,433
Balance Available for Other Charges or (Deficit in Depreciation Provision)	(589,528)	(212,407)
Carry-Over of Prior Year's Deficiency	(253,554)	—
Balance Available for Other Charges or (Deficit in Depreciation Provision)	(843,082)	(212,407)
Other Charges—Amount Previously Appropriated to and Disbursed from Revenue Bond Amortization Fund	—	41,147
Deficiency in Depreciation Deposits	$ (843,082)	$ (253,554)

( ) Denotes Red Figure.

Sources of the Authority's Revenues for 1961 and 1960 were as follows:

	1961	1960	1961 % Increase (Decrease)
Passenger Revenues—			
Surface System	$ 99,527,844	$101,208,789	(1.66)
Rapid Transit System	28,867,176	28,672,522	.68
	128,395,020	129,881,311	(1.14)
Charter Service	340,700	383,428	(11.14)
	128,735,720	130,264,739	(1.17)
Other—			
Station and Car Privileges	611,697	547,905	11.64
Rent of Tracks and Facilities	332,492	362,892	(8.38)
Rent of Buildings and Other Property	416,820	439,063	(5.07)
Miscellaneous	514,017	478,316	7.46
	1,875,026	1,828,176	2.56
TOTAL REVENUES	$130,610,746	$132,092,915	(1.12)

Passenger Revenues of $128,395,020 for 1961 showed a decrease of $1,486,291 from 1960. The fare change which became effective July 23, 1961 increased passenger revenues approximately $5,500,000, but this increase fell short of overcoming the revenue loss of approximately $7,000,000 due to the decline in riding trend which started in 1960 and carried on into 1961.

The schedule of fares was revised effective July 23, 1961 to provide a 5¢ charge for the first transfer; additional transfers necessary to complete a continuous journey are free. Prior to that date, all transfers were free. In addition to the transfer charge, child and student fares were reduced from 15¢ cash or 12½¢ token (4/50¢) to a flat 12¢ cash fare with no reduced token rate. Students wishing to avail themselves of the student rate must purchase student identification cards at $1.00 per semester. The basic adult cash fare rate of 25¢ has remained unchanged since July 1957.

The loss of patronage in 1961 followed the trend in employment and the effect of the fare change, both of which are reviewed in a following section of this report under the heading of "Riding Trends."

Operation and Maintenance expenses were reduced $932,200 in 1961. Operating economies more than offset the cost of wage increases and related expenses which occurred during the year.

The principal elements making up Operation and Maintenance Expenses for 1961 and 1960 are compared below:

	1961	1960	1961 Increase (Decrease)
Wages and Salaries	$ 74,786,363	$ 75,049,294	$(262,931)
Pension Contributions	6,257,684	6,250,185	7,499
Federal Insurance Contributions	1,927,525	1,935,805	(8,280)
Employes' Insurance	1,097,380	976,927	120,453
TOTAL LABOR COSTS	$ 84,068,952	$ 84,212,211	$(143,259)
Electric Power Purchased	$ 4,648,665	$ 4,616,412	$ 32,253
Motor Fuel Consumed	2,400,594	2,650,907	(250,313)
Operating Materials and Supplies	5,566,565	6,237,264	(670,699)
Provision for Injuries and Damages	9,795,806	9,852,889	(57,083)
Miscellaneous Services, Supplies, etc.	6,137,438	5,980,530	156,908
TOTAL OPERATION AND MAINTENANCE EXPENSES	$112,618,020	$113,550,213	$(932,193)

Wage and salary costs were increased in 1961 by the application of higher hourly wage rates and cost-of-living allowances provided in contracts negotiated in 1959. These changes, applied to the basic one-man operator wage rates, were as follows:

	Basic One-Man Hourly Rate	Cost-of-Living Allowance	Total
December 31, 1960	$2.650	$0.030	$2.680
1961 Changes —			
March 1	—	–.005	–.005
June 1	—	–.010	–.010
September 1	—	+.020	+.020
December 1	+.050	+.005	+.055
December 31, 1961	$2.700	$0.040	$2.740

The increase of 5¢ per hour in basic hourly wages and a net increase of 1¢ per hour in cost-of-living allowance, together with the cumulative effect of changes in wage rates made during 1960 would have increased 1961 wage costs approximately $1,904,000 if there had been no change in number of employes. However, total wage costs were actually reduced $262,931 from the previous year. This reduction in wage costs resulted from increased efficiency and operating economies. Total pay hours charged to 1961 operations were 740,200 less than in 1960.

Pension contributions for 1961 increased $7,499 because of slightly higher earnings in the employe group for whom pension contributions are made. The Authority's contribution rate in 1961 and 1960 was 8% of gross wages of all full-time employes under the normal retirement age of 65 years. Employe contributions are one-half those of the Authority.

Federal insurance contributions (old-age, survivors, and disability benefits) were $8,280 less than in 1960 in line with personnel reductions. Tax rates were the same in both years, i.e. 3% on the first $4,800 of wages of all employes.

Employes' group insurance costs for 1961 increased $120,453 as a net result of two opposing factors — (1) advance premiums were down $8,390 in line with reductions in personnel but (2) experience credits received in 1961 were $128,843 less than in 1960.

Cost of electric power purchased during 1961 increased $32,253 over 1960 despite a 1961 reduction in miles operated by electric-powered vehicles which should have affected a saving of $61,000. The offsetting increase of $93,250 was due to a 1.76% increase in the average cost per D.C. kilowatt hour, including conversion charges, of which $57,175 was due to an increase in the maximum demand charge. The actual energy cost per A.C. kilowatt hour at point of supply was the same during both 1961 and 1960.

Motor fuel costs for 1961 were $250,313 less than in 1960. A reduction in motor bus miles operated saved $143,100, a slight reduction in the basic fuel cost per gallon saved $52,600, and an improvement in miles operated per gallon of fuel consumed affected savings of $89,100. These savings amounting to $284,800 were reduced $34,500 on account of a state and city sales tax aggregating 4% which became effective August 1, 1961.

Operating materials and supplies declined $670,699 in 1961, of which $575,700 is accounted for in maintenance of motor buses. This reduction in motor bus maintenance materials was influenced in varying degrees by a reduction in miles operated, the acquisition in 1961 of 300 new motor buses with a resulting reduction in material costs to recondition and maintain an equal number of over-age motor buses, increased efficiency in shops and garages, and an offsetting increase in cost to maintain the balance of the motor bus fleet which had become one year older and consequently more expensive to maintain.

The provision for injury and damages, accrued at the rate of 7½% of total revenues throughout 1961 and the last ten months of 1960 and at 7¼% during the first two months of 1960, decreased $57,083 in direct ratio with the $1,482,169 decline in total revenue and the change in accrual rate. The ¼ of 1% additional accrual effective March 1, 1960 was authorized by the Board to create an excess public liability and property damage reserve covering Rapid Transit operations in lieu of purchasing $850,000 of insurance in excess of $250,000 for any one accident. This excess reserve fund is to be built up to a total of $1,000,000 and maintained at that amount thereafter. There have been no serious accidents necessitating withdrawals from this excess reserve fund since its inception and by December 31, 1961 the balance in the fund totaled $602,680.

Claim and suit settlements and the expenses applicable thereto amounted to $7,844,231 in 1961, compared with $9,261,944 in 1960 as shown below:

	1961	1960	1961 Increase (Decrease)
Claim Settlements —			
Number	15,067	15,906	(839)
Settlement Costs	$2,765,467	$3,122,811	$(357,344)
Expenses	996,019	977,410	18,609
Cost of Claims	$3,761,486	$4,100,221	$(338,735)
Suit Settlements —			
Number	2,241	2,323	(82)
Settlement Costs	$3,283,713	$4,327,768	$(1,044,055)
Expenses	799,032	833,955	(34,923)
Cost of Suits	$4,082,745	$5,161,723	$(1,078,978)
TOTAL COST	$7,844,231	$9,261,944	$(1,417,713)

Average cost per claim settled, exclusive of expenses, declined to $184 in 1961, down from $196 in 1960, and suit costs, exclusive of expenses, averaged $1,465, down from $1,863 in 1960. Incidents involving the Authority's operations giving rise to claims and suits totaled 22,483 in 1961, a decrease of 1,135 (4.8%) from 1960.

Costs of miscellaneous services and supplies for 1961 were $156,908 greater than in 1960. Numerous fluctuating and in some instances non-recurring categories of expenses are included under this caption. The principal items of increased cost in 1961 were services of the Authority's employes and outside consultants and added accounting machine rentals in connection with the programming and installation of an automated responsibility accounting system.

Debt service requirements for 1961 amounted to $8,133,394, down $54,281 from 1960. Deposits to the Series of 1947 and Series of 1952 sinking funds increased $133,240 to the required total of $1,918,640 available for retirement of 1947 and 1952 Revenue Bonds. Deposits to Series of 1953 sinking fund prior to July 1, 1961 were deferrable if and so long, as during the period to July 1, 1961, a deficiency existed, or, as a result of making any of said prescribed payments, would exist in the amount available to meet the required deposit in the depreciation reserve fund. Such payments into Series of 1953 sinking fund so deferred shall be cumulative, and shall thereafter be made at the earliest date or dates when the prescribed payments into the depreciation reserve fund are current. As of December 31, 1961, there was a deficiency of $71,524 in this fund as earnings to make the required deposits were not available for the months of November 1960 through June 1961. The 1961 deposits of $54,023 to Series of 1953 sinking fund were $33,477 less than the 1960 deposits. Interest payments of $4,160,731 on all series of Revenue Bonds during 1961 declined $154,044 from 1960 as a result of retirement of bonds, as summarized below:

REVENUE BONDS RETIRED TO DECEMBER 31, 1961

THROUGH OPERATION OF —

Revenue Bond Series	Serial Bond Maturity Fund	Sinking Fund	Amortization Fund	Total	Total Retired to 12-31-61
1947	$2,000,000	$1,691,000	$ —	$3,691,000	$28,867,000
1952	—	373,000	—	373,000	1,501,000
1953	—	52,000	—	52,000	289,000
Year 1961	$2,000,000	$2,116,000	$ —	$4,116,000	
TOTAL TO DATE	$19,000,000	$8,167,976	$3,489,024		$30,657,000

Serial maturity retirements of $2,000,000 Series of 1947 bonds were at par. Sinking fund retirements of principal amount of $1,691,000 Series of 1947 bonds cost $1,563,739.40; retirements of $373,000 Series of 1952 Bonds cost $379,420.00; and $52,000 of Series of 1953 bonds cost $53,274.49, a total of $2,116,000 principal amount of bonds retired at a cost of $1,996,433.89. This represents principal savings of $119,566.11 arising from the retirement of revenue bonds through sinking and amortization funds during 1961. Total principal savings to date by retirement of term revenue bonds amount to $1,272,452.

The annual interest reduction on all bonds retired in advance of maturity during 1961 amounts to $82,537.50. The full amount of this reduction was not realized in 1961, however, because the bond retirements occurred at different periods throughout the year. In years subsequent to 1961 the total interest savings on bonds retired in advance of maturity up to and including December 31, 1961 will amount to $9,338,522.

Provision for depreciation in 1961 and 1960 was at the rate of 8% of total revenues. The 1961 decrease of $118,573 in this provision is in direct ratio to the $1,482,169 decrease in 1961 revenues. Despite operating economies and the deferral of deposits to the Series of 1953 Sinking Fund during the first half of 1961, revenues fell $589,528 short of meeting the annual requirement for depreciation. There was also a deficiency of $253,554 carried over from 1960 so that the total deficiency in deposits to the depreciation reserve fund at December 31, 1961 amounted to $843,082.

FINANCIAL POSITION

Statements setting forth the financial position of the Authority at December 31, 1961 and also showing various phases of its operations for the year ended that date are presented in a following section of this report, together with the opinion of Arthur Andersen & Co., independent public accountants.

OPERATIONS REVIEW

Riding Trends

The abrupt decline in employment in November and December 1960 carried forward into the first four months of 1961 at an accelerated rate, and caused a 6% reduction in riding during the first quarter of 1961. A pick-up in employment during the second quarter of 1961 affected an improvement in riding but the volume was still 4% less than in the corresponding 1960 period. The reversal in trend in the third quarter, riding off 7% while employment improved, was caused by the usual loss in patronage always experienced following an upward revision in the fare structure but which loss (estimated at 4.7%) was partially offset by the continued improvement in the employment situation. The fourth quarter reduction from the third quarter in per cent loss of passengers also followed the continued improvement in number of persons employed.

Details of the foregoing are shown in the following statistical data:

Quarterly Periods	Revenue Pasengers Carried 1961	Revenue Pasengers Carried 1960	1961 Increase or (Decrease) Revenue Passengers Number	1961 Increase or (Decrease) Revenue Passengers %	1961 Increase or (Decrease) Nonagricultural Employment
First	128,955,054	137,158,937	(8,203,883)	(5.98)%	(2.41)%
Second	129,771,737	135,202,679	(5,430,942)	(4.02)	(1.64)
Third	119,085,498	128,284,441	(9,198,943)	(7.17)	(0.46)
Fourth	127,719,474	134,110,579	(6,391,105)	(4.77)	0.39
YEAR	505,531,763	534,756,636	(29,224,873)	(5.44)%	(1.03)%

The competitive strength of the traffic-free Rapid Transit System and the riding public's preference for high-speed service on grade-separated right-of-way is shown by the fact that 1961 passenger loss on the Rapid Transit System was only 2.48% as contrasted to a 6.26% loss on the Surface System. Each year since 1955 has shown a progressively greater portion of total revenue passengers patronizing the Rapid Transit System:

Year	Per Cent of Total Revenue Passengers Carried by Rapid Transit System
1955	18.11%
1956	18.62
1957	19.29
1958	20.08
1959	20.76
1960	21.12
1961	21.78

A large part of the decline in patronage is due to the change in weekend riding, which continues its downward trend and has contributed substantially to the total decline in revenue passengers over the years. The following statistical data shows the extent of this progressive fall-off in weekend riding:

Year	Average Weekday Revenue Passengers	Ratio to Weekday Traffic Saturdays	Ratio to Weekday Traffic Sundays
1950	2,597,893	75.45%	45.62%
1955	1,995,478	66.74	39.40
1960	1,734,434	62.13	35.29
1961	1,653,305	60.93	34.39

% Decrease in Average
Revenue Passengers Carried—

	Weekdays	Saturdays	Sundays
1961 from 1950	36.36%	48.60%	52.02%
1961 from 1960	4.68%	6.51%	7.11%

As an example of the terrific impact of this loss of weekend riding, if the 1950 ratio of Saturday and Sunday riding to weekday riding had prevailed in 1961, the Authority would have carried 23,431,000 additional passengers and, at the 1961 average fare of 25.398¢, would have increased revenues by $5,951,000, at very little additional operating cost.

Vehicle Miles

The Authority continued to maintain attractive, convenient and frequent service throughout the City of Chicago and through, within, bordering upon, or within reasonable walking distance of thirty-one adjacent suburban cities, towns, villages, and numerous unincorporated areas.

Revenue car miles on the Rapid Transit System (44,193,072) were reduced only 1% (440,179) from 1960 although the passenger loss was 2.48%. Most of this mileage reduction was accomplished by operational changes, i.e. reducing the number of cars per train in line with passenger demand, so that there would be no impairment in the quality and frequency of service. On April 2, 1961 the first one-man car operation on the Rapid Transit System of the Authority was inaugurated on the Evanston Branch. This one-man operation is confined to shuttle trips between Linden Terminal and Howard Terminal at all times except weekday rush hours and permits operation at more frequent intervals without increasing car mileage or wage costs.

Revenue bus miles on the Surface System (107,536,463) were reduced only 1.83% (2,009,372) from 1960 even though revenue passengers declined 6.26%. This reduction in revenue miles was accomplished by abandoning certain non-productive owl services and route extensions, eliminating all or part of Saturday and Sunday operation on several routes, and lengthening headways during off-peak hours on lines where load factors permitted. In other instances certain lines were extended, trips were added, and headways shortened to accommodate increased patronage. There was very little change in the amount of service provided during morning and evening rush hour periods as most of the curtailment occurred during non-rush hours and on Saturdays and Sundays to adjust to the fall-off in weekend riding, as shown by the following statistical data:

	Surface System—1961 Decrease from 1960	
	Revenue Miles	Revenue Passengers
Weekdays	1.30%	5.51%
Saturdays	1.39	7.21
Sundays and Holidays	2.53	7.60
TOTAL	1.83%	6.26%

Speed of Operation and Traffic Conditions

Average scheduled speed of Surface System buses during 1961 increased to 11.74 M.P.H. as compared with 11.66 M.P.H. in 1960 and 11.65 M.P.H. in 1959. This increase in average scheduled speed in miles per hour was influenced by a reduction in traffic congestion on some Northwest Side streets due to diversion of street traffic to the Northwest Expressway; some reduction in vehicles required during rush hours—the miles connected with these rush-hour vehicles were some of the slowest of the system; and continuing studies of running time allowances over the entire system with resultant reductions where possible.

The Bureau of Street Traffic, Department of Streets and Sanitation, City of Chicago 1961 Cordon Count of vehicles and passengers entering and leaving the Central Business District of Chicago during a twelve-hour period on a representative weekday in May shows that there were 19,303 (5.51%) more automobiles and taxicabs carrying 48,980 (9.33%) more passengers than in 1960, while 19 (0.16%) fewer Authority Surface vehicles carried 1,058 (0.43%) more passengers than in 1960. On this same check day in 1961 the total number of heavy truck-trailers and other service vehicles entering and leaving the Central Business District was 44,113, an increase of 1,663 (3.92%) over 1960.

This same pattern of ever-increasing competition for street space prevails in varying degrees along all Surface transit streets throughout the City of Chicago and adjacent areas served and tends to nullify or minimize C.T.A.'s best efforts to provide faster service for Surface System patrons.

The Rapid Transit System increased its speed of operation in 1961 to an average of 22.18 M.P.H. —up slightly over the speed of 22.12 M.P.H. averaged during both 1960 and 1959. This increase in speed resulted from the completion of permanent track installations on the Congress Branch, and the more intensive use of new equipment with the transfer of some of this faster equipment to the Evanston line.

Public Safety at New High

Again in 1961, and for the seventh consecutive year, CTA employes set a new public safety record. The Authority was involved in fewer traffic and passenger accidents in 1961 than for any prior year of its operation. Of particular significance has been the progressive improvement in Traffic and Passenger Accident Frequency Rates. This frequency rate is based on the number of accidents per 100,000 miles operated and provides a sound basis for measurement of public accident experience.

The following table compares the Authority's 1961 public accident experience with 1960 and also with 1954 to show the improvement in CTA's public safety record over this seven-year period of intensive safety-training activity. All traffic and passenger accidents involving the Authority are included regardless of liability or extent of damage:

PUBLIC ACCIDENT EXPERIENCE

				1961 Decrease	
	Year 1961	Year 1960	Year 1954	Under 1960	Under 1954
Traffic Accidents	8,642	9,804	16,300	11.9%	47.0%
Passenger Accidents	5,940	6,207	9,678	4.3	38.6
Total Accidents	14,582	16,011	25,978	8.9	43.9
Revenue Vehicle Miles on Routes (in thousands)	151,480	153,876	164,222	1.6	7.8
Frequency Rate—Accidents per 100,000 Miles—					
Traffic Accidents	5.7	6.4	9.9	10.9	42.4
Passenger Accidents	3.9	4.0	5.9	2.5	33.9
Total Accidents	9.6	10.4	15.8	7.7%	39.2%

New Revenue Vehicles

During 1961 the Authority received and placed into service 300 "New Look" 50-passenger motor buses powered by the latest type V-6 GMC diesel engine. These new units were purchased for approximately $7,900,000 cash from the Truck and Coach Division of General Motors Corporation, Pontiac, Michigan, and the Flxible-Twin Coach Company of Loudonville, Ohio, each company providing 150 buses.

Passenger comfort, safety, and eye-appeal are the outstanding characteristics of these most advanced creations of the bus designers' art. For passenger comfort, the buses are equipped with air springs, picture windows, fluorescent lighting, a central unit heating and ventilating system, and extra-wide seats. Attractiveness is achieved by fluted aluminum exterior side panels, interior ceiling panels of grey flecked with gold on which is superimposed a star pattern in aquamarine, and interior side panels of anodized aluminum.

For safety and ease of operation the buses are equipped with power steering, automatic transmission, and powerful air brakes, and a much larger windshield which substantially expands and improves visibility for the operators. All windows and the windshield are glazed with safety glass.

These new buses won immediate and enthusiastic approval of transit riders.

No new Rapid Transit cars were purchased during 1961 but in August 1961 the Authority applied to the Federal Housing and Home Finance Agency for a long-term, low-interest rate loan of $7,500,000 to enable CTA to purchase 180 modern Rapid Transit cars. The total purchase price would approximate $15,000,000 and CTA would provide the other $7,500,000 from its depreciation reserve funds. If the loan is granted, CTA hopes to have the 180 new cars available by late 1962 or early 1963 to replace out-moded cars now being operated on the Lake Street and Douglas Park Rapid Transit routes.

Revenue vehicles owned and/or operated at December 31, 1961 consisted of the following:

	Owned (1)	Active	% Active
Surface System—			
Trolley Buses	559	554	99.11%
Motor Buses—			
Gasoline	370	177	47.84
Diesel	978	936	95.71
Propane	1,548	1,548	100.00
Total Buses	3,455	3,215	93.05
Rapid Transit System—			
Motor Cars	1,159	1,159	100.00
Trailers	56	17	30.36
Total Rapid Transit Cars	1,215	1,176	96.79
TOTAL REVENUE VEHICLES	4,670	4.391(2)	94.03%

(1) Includes 100 propane buses leased from Mack Trucks, Inc.

(2) Difference authorized to be scrapped, a total of 279 or 5.97%.

Construction Projects

Construction projects in 1961, as in the past, had to be limited to such funds as were available after providing for purchases of revenue vehicles, consequently no improvements of any magnitude could be initiated during 1961 because practically all available capital funds were committed to acquire new equipment and carry forward projects started in 1960 or prior years. Among the more important construction projects were:

Relocation of 2½ miles of the Authority's Lake Street Rapid Transit tracks from street-grade to the adjacent elevated right-of-way of the Chicago and North Western Railroad. This entailed laying one new track and re-aligning two others, relocating water mains, construction of new stations, installation of electrical, signal and communication facilities, and other fixed transportation equipment and facilities.

The Chicago and North Western Railway completed construction of their track and station at Marion Street in October 1961. The leased right-of-way for CTA operation was turned over to the Authority October 23, 1961 and work was immediately started on track phases of the construction program. Work on the connecting structure between the C. & N.W. right-of-way and CTA structure at Laramie Avenue was 75% completed at the end of the year. Plans for the station construction and power distribution and communication systems have been approved by the participating agencies and Bureau of Public Roads, contracts were let in late April 1962, and the project is expected to be completed and train operation started on the new right-of-way by November 1962. The participating public agencies are the Federal Bureau of Public Roads, the City of Chicago, the County of Cook, the State of Illinois, the Village of Oak Park and the CTA.

Construction of modern service and inspection shops at the Forest Park terminal of the Congress-Milwaukee Rapid Transit route was started in April 1961 and is expected to be completed in July 1962 at a cost of $969,000.

A contract totaling $3,284,471 was awarded August 29, 1961 for the construction of a major bus overhaul shop building at 77th and Vincennes Avenue. This is the final step in consolidation of two former Surface System repair shops, a project that will be amortized within a few years by economies achieved through consolidation.

A new substation was constructed at 63rd and Princeton Avenue to permit abandonment of a substation at 63rd and Wentworth Avenue to clear right-of-way for the South Expressway. The substation building was completed, a contract for installation and connection of the components was awarded, and work was started before the end of the year. A modern automatic rectifier utilizing silicon diodes for converting 12,000 volt A.C. to 600 volt D.C. was delivered in December 1961. Total cost is estimated to be $675,000 of which $606,000 will be paid by the Highway Agencies. The substation was completed and placed in test operation on April 17, 1962.

CTA's most comprehensive off-street, bus-rail automobile passenger transfer interchange facility with direct connections to the Howard Rapid Transit station was opened for use on December 3, 1961. About 33,000 square feet of the total 135,400 square feet of land will be used for a bus terminal. A portion of the area will be set aside for short-time Kiss-N-Ride parking, and about 90,000 square feet will be devoted to a Park-N-Ride lot for CTA patrons. A canopy installation and modernization of the station interior will be completed in 1962. Total cost of the project will be about $521,000, of which $271,000 represents the cost of land acquisitions.

Considerable progress has been made on a $600,000 project to enlarge the terminal, expand passenger control facilities, and increase the car storage capacity of the yard at 63rd and Loomis Rapid Transit station. A contract totaling $204,980 was awarded in August 1961 for the construction of a steel elevated structure for two additional tracks to provide storage for 40 additional cars. Work on this contract will be completed early in 1962 and track and power installation will be made thereafter. Work is expected to be completed by June 1962 at a total cost of $350,000. Engineering work on the project to enlarge the passenger platforms and the passenger control facilities is under way and work may be started by mid-1962. The estimated cost of this project is $250,000.

Work was started on providing additional car storage facilities at the Howard Street Yard of the Rapid Transit System and is scheduled for completion late in 1962. Total estimated cost $200,000.

Engineering work was started on planning the new Rapid Transit Yard, Inspection Shop, Substation and Transportation offices at Lake & Harlem Avenue to serve the new track-elevated Lake Street operation. This will be a $3,000,000 project.

Construction of the Kostner Avenue station on the Congress route is scheduled for completion in 1962. The estimated cost of $750,000 will be borne by the City of Chicago.

In June 1961 the Wilson Avenue track realignment project was completed. This provided four tracks through the station area and eliminated the former bottleneck caused by the merging of four-track right-of-way on each side of this station into a two-track right-of-way for a distance of about 1,500 feet.

The signal and automatic train control system installation on the Congress Branch of the West-Northwest L-Subway route between Laramie Avenue and Desplaines Avenue, Forest Park, was completed in July 1961 at a total cost of $888,500. Thus the Congress-Milwaukee branch, which operates a distance of 15.41 miles between terminals, became the first line on the Rapid Transit System to be equipped and operating with a complete signal and automatic brake trip system for its entire length.

Financial Assistance Sought

At each of the three legislative sessions over the past six years, the Authority has presented and urged passage of public assistance programs designed to strengthen, improve, and extend public transportation in Chicago and the Metropolitan area. All to no avail.

In 1957 the Authority developed and presented plans for an expansion and improvement program that called for an outlay of $315,000,000 spread over a 20-year period. It was proposed that motor fuel tax funds be used for this purpose.

Substantially the same plan was presented in 1959 with the proposal that funds be obtained from real estate and motor fuel taxes.

In 1959 the Authority also sought, through legislative action and later by direct contact with the Chicago Board of Education, to be reimbursed for the $4,000,000 plus per year loss incurred by being required to subsidize the transportation of students, a discriminatory burden on local transit adult riders that properly should be paid by the community as a whole. This plea also was denied.

Again in 1961 the Authority proposed plans to completely signalize the Rapid Transit System, modernize the electric power distribution facilities of the system, extend Rapid Transit service in areas where faster service is needed, eliminate Rapid Transit operation at street grade, and to replace old, costly-to-operate Rapid Transit cars.

The 1961 program suggested a pay-as-you-go plan to be financed by a county-wide motor fuel tax of 1¢ per gallon which would be levied in Cook County. To give the program an initial impetus, it was proposed that CTA be empowered, if approved by referendum, to issue general obligation bonds for capital improvements only. Approximately $70,000,000 in bonds could be issued with a tax rate of 5¢ per $100 of assessed valuation. The real estate taxing power would be needed only for the purpose of meeting constitutional requirement relating to the issuance of general obligation bonds and would never be collected but, instead, would be abated by the motor fuel tax receipts. This program received strong support from local authorities and many members of the legislature but it, too, failed to pass both houses.

The Authority again urgently pressed for reimbursement from the State of Illinois of the cost of subsidizing the transportation of students inasmuch as the State has, since 1939, appropriated public funds to pay the cost of student transportation in areas outside Chicago. This request was denied at the regular 1961 legislative session and again at a special session called in October 1961.

City government, local newspapers, and civic organizations recognize the importance of mass transportation for urban development and the impossibility of financing a large capital improvement program from the fare box, and that the use of public funds is vitally essential. It is regrettable that the short-sightedness of rural and suburban representatives, both in Illinois and other states as well, has denied the city transit rider even a pittance from public funds while expending hundreds of millions of dollars to build super-highways and expressways within urban areas. This failure on the part of the majority of State legislators to recognize their responsibility to all segments of the populace has led to the Federal government recommending provision of funds to aid urban mass transit systems.

Modernization and Replacement Program

When CTA was established in 1945, the proposed modernization program provided for the purchase of 4,256 new buses and cars to modernize rolling stock of the predecessor companies.

By December 31, 1961, the Authority had acquired 4,686 new revenue vehicles. This completed the modernization program and provided 430 additional new vehicles to replace equipment that became over-age during the interim. Three hundred gasoline powered motor buses purchased in 1945-1947 at a cost of $4,729,659 were retired during 1961.

Total cost of the 4,686 new revenue vehicles and auxiliary equipment was approximately $119,527,000, of which $76,969,000 was for 3,912 Surface System passenger units and $42,558,000 was for 774 Rapid Transit cars. The net cash cost was $111,547,000 after considering $7,980,000 salvage value realized on PCC streetcar components used in construction of 570 new L-Subway cars.

Total expenditures and commitments under the modernization and replacement program to date aggregate approximately $160,741,000 — $119,527,000 for the vehicles referred to above and $41,214,000 for construction of new shops and operating garages and modernization of other facilities such as shops, garages, machinery, and fixed transportation equipment.

Personnel

The total number of employes in service at the close of 1961 was 13,201, a decrease of 405 from the 13,606 at December 31, 1960, and a decrease of 10,167 from the 23,368 employes in service at dates of acquisition of properties from predecessor companies.

During 1961, 417 employes retired on pensions, 13 employes drawing disability pensions returned to active duty, and 391 retired employes died. At December 31, 1961 there were 5,527 retired employes receiving pension payments.

Several major changes were made in executive and supervisory positions during 1961 —

Mr. E. A. Imhoff, General Superintendent of Personnel, retired April 1 at age 65 after 42 years of transit service. Most of Mr. Imhoff's career with the predecessor Rapid Transit Company and the Authority was devoted to various phases of his profession of electrical engineering. Since July 1953, however, he had been in charge of the Training and Accident Prevention, Insurance and Employe Benefits, Medical, Employment, Job Classification and Central Records, Personnel Services and Employes' Suggestion System departments, and handled labor relations and negotiations with the nineteen labor unions represented on CTA properties.

Mr. Thomas B. O'Connor, CTA's General Superintendent of Transportation and Equipment Maintenance, in addition to his former duties, assumed the supervisory responsibilities of Mr. Imhoff.

Mr. Stanley D. Forsythe, General Superintendent of Engineering, retired May 1 at age 60 after 37 years of service with CTA and the predecessor Surface Lines to become Director of Engineering and Development for the National Capital Region's new transportation agency. The NCTA, established in July 1960, is directed by Congress to plan and launch a co-ordinated transportation system for the City of Washington, D. C. and nearby Virginia and Maryland suburbs.

Mr. Charles E. Keiser, formerly Superintendent of Transportation, was appointed General Superintendent of Engineering to succeed Mr. Forsythe.

Mr. Charles R. Potter, Superintendent of Way and Structures, took a leave of absence August 1 to accept engineering assignments with the National Capital Transportation Agency in Washington, D. C., and subsequently retired, effect November 1.

Mr. Harold S. Anthon, formerly Engineer of Buildings and Structures, was appointed Superintendent of Construction and Maintenance, effective July 30, which places him in charge of both the Buildings and Structures and the Way and Structures divisions. As head of the Way and Structures Division, he succeeds Mr. Potter.

Mr. David M. Flynn, formerly Superintendent of Operations, became Superintendent of Transportation, succeeding Mr. Keiser.

Mr. George Krambles, who was Operations Planning Engineer in the Staff Engineer's office, was appointed Superintendent of Planning and Operations in the Transportation Department, succeeding Mr. Flynn.

Mr. Frank J. Misek, formerly Assistant to the Operations Planning Engineer, was named Operations Planning Engineer, succeeding Mr. Krambles.

The Authority is sorry to report the death of Mr. Charles J. Mersh, retired General Superintendent of Investigations and Claims, on March 14, 1961 at age 70.

OUTLOOK FOR 1962

Financial—Budget

On December 7, 1961, Chicago Transit Board adopted a budget of $136,638,000 for the year 1962 which showed that after payment of all operating expenses, debt service on revenue bonds outstanding, and carry-over of an estimated deficit of $1,583,000 for 1961, there would be a $2,504,000 deficiency in making deposits to meet full depreciation requirements for 1962. The actual deficit for 1961 was $843,082, or $739,918 less than had been anticipated, so if the 1962 revenues and expenses are as estimated the year's deficiency in depreciation deposits will be reduced to $1,764,082.

Passenger revenues for 1962 were estimated on the assumption that passenger riding would be 2.4% less than the 1961 level on account of the July 1961 fare adjustments, but that passenger revenues would be 2.9% greater as a net result of the 5¢ transfer charge and child and student fare adjustments made effective July 23, 1961. Other 1962 revenues were estimated to produce approximately $43,000 less than was realized in 1961.

The 1962 budgeted expenses were based on contractual wage rates in effect at the end of 1961, including a 3½¢ per hour cost-of-living allowance which was in effect at the time the budget was prepared. The budget makes no provision for possible wage adjustments that may arise when new agreements are negotiated effective December 1, 1962, nor for the possibility of added cost-of-living allowances in 1962. In this respect it is significant to note that at the current level of employment each 1¢ per hour increase in wages adds approximately $305,000 per year to operating expenses.

Financial—Preliminary Results

During the first quarter of 1962 passenger traffic made a phenomenal recovery from the anticipated level of riding which resulted in an increase over the budget of $1,462,436, or 4.41% in passenger revenue. Operating expenses were held within the budget estimates, and at March 31, 1962 the Authority had earned full depreciation requirements and an additional $46,193 to deposit in the Revenue Bond Amortization Fund instead of experiencing a budget estimated deficit of $2,369,050 in the depreciation reserve fund at that date.

If employment, passenger traffic, and general economic conditions remain at the current level and inflationary forces are held reasonably within the pattern established during the past year, the Authority may be able to meet full depreciation requirements for 1962.

Capital Projects

Cash available for capital outlays in 1962, including a carry-over of capital funds appropriated but not spent in 1961, is estimated at $19,994,000. Of this amount, $8,892,000 is committed or planned for purchase of new revenue vehicles and most of the balance is committed for other capital projects urgently needed, some of which are already under way. The major capital items budgeted are as follows:

Purchase of 260 motor buses ($7,033,000) and minor experimental work on high performance Rapid Transit Cars	$ 7,065,000
Interest and principal on Equipment Trust Certificates	1,827,000
Purchase 500 Fare Collection Boxes	300,000
Completion cost of elevation and extension of the Lake Street Branch of the Rapid Transit System (a joint project costing $4,000,000)	415,000
Construct Lake Street Branch terminal and yard facilities	253,000
Major track renewals and replacements	1,067,000
Major Rapid Transit Yard and Terminal construction	802,000
Construction of consolidated shop buildings and other changes at 77th and Vincennes Avenue	3,708,500
Renewals and/or improvements to track structures, shops, garages, electric power distribution system, signal and communication systems, street paving, machinery, tools, etc.	
Rapid Transit System	2,127,000
Surface System	722,500
Common to both Systems	882,000
Purchase of real estate for terminal and/or parking facilities	825,000
TOTAL	$19,994,000

CHICAGO TRANSIT BOARD

The term of Mr. Raymond J. Peacock, as a member of Chicago Transit Board, expired September 1, 1961 and no successor has as yet been appointed. In conformity with the provision of the Metropolitan Transit Authority Act, Mr. Peacock has continued to serve as a member of Chicago Transit Board.

Mr. John Holmes, a former member of the Board, died October 21, 1961 at age 71. The retired President and Board Chairman of Swift and Company and a prominent Chicago civic leader, Mr. Holmes' business acumen and strong sense of public responsibility made his presence and counsel invaluable during his seven-year term on the Chicago Transit Board.

Mr. Ralph Budd, a former member and chairman of Chicago Transit Board, died February 2, 1962 at age 82. An internationally famous railroad executive, Mr. Budd was president of the Great Northern Railway from 1919 to 1932 and president of the Chicago, Burlington and Quincy Railroad from 1932 to 1949 prior to his appointment to Chicago Transit Board, effective May 25, 1949, for a period ending with his retirement June 24, 1954. During his association with Chicago Transit Authority, Mr. Budd became nationally recognized as an outstanding administrator in the local transit field.

During 1961 the Board held twenty-three meetings for the transaction of official business and, in addition, held many informal conferences and several public hearings.

ACKNOWLEDGMENTS

The Board is grateful for the diligence and cooperation of all its employes in continuing to provide safe, efficient and courteous service to our valued patrons.

Appreciation is expressed to the City of Chicago, State of Illinois and other governmental agencies for their assistance and efforts to resolve the problems of local transit in Chicago and the area.

By Order of the Board

V. E. Gunlock

Chairman

Room 734
Merchandise Mart Plaza
Chicago 54, Illinois.

ARTHUR ANDERSEN & CO.

120 South La Salle Street
Chicago 3

Chicago Transit Board,
Chicago Transit Authority:

We have examined the balance sheet of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 31, 1961, and the related statements of accumulated net earnings, of application of revenue and of funds for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and related statements of accumulated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 31, 1961, and the results of its operations and fund transactions for the year then ended, and were prepared in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year. Also, in our opinion, the accompanying statement of application of revenue presents fairly the distribution of revenue for the year ended December 31, 1961, in accordance with the provisions of the trust agreement securing the revenue bonds.

ARTHUR ANDERSEN & CO.

March 12, 1962.

Assets

	December 31	
	1961	1960
TRANSPORTATION PROPERTY:		
Cost	$191,115,710	$181,793,739
Less—Reserve for depreciation	71,709,410	64,110,067
	$119,406,300	$117,683,672
SPECIAL FUNDS, cash and U. S. Government securities:		
Held by revenue bond trustee—		
Transit revenue	$ —	$ —
Depreciation reserve	12,954,204	16,896,208
Operating expense reserve	948,259	948,259
	$ 13,902,463	$ 17,844,467
Damage reserve	4,164,989	2,213,414
	$ 18,067,452	$ 20,057,881
CURRENT ASSETS:		
Cash and U. S. Government securities—		
Working cash, including $5,000,000 provided from revenue bond proceeds	$ 16,368,526	$ 14,493,275
Deposits for payment of interest on revenue bonds	2,044,029	2,119,038
Deposits for payment of interest on equipment trust certificates	24,543	29,652
Accounts receivable, less reserve	2,430,154	2,625,867
Materials and supplies, at average cost	5,496,355	5,525,107
Other	660,510	1,277,241
	$ 27,024,117	$ 26,070,180
	$164,497,869	$163,811,733

Liabilities

	December 31 1961	December 31 1960
LONG-TERM DEBT (including approximately $5,800,000 due within one year):		
Revenue bonds	$104,343,000	$108,459,000
Less—Amounts held by trustee in Series of 1947 serial bond maturity, sinking and revenue bond reserve funds	9,156,713	9,120,571
	$ 95,186,287	$ 99,338,429
Equipment trust certificates, after deducting funds of $128,340 and $124,172, respectively, held by trustee for payment of principal	7,126,660	8,635,828
	$102,312,947	$107,974,257
ACCUMULATED NET EARNINGS, appropriated in accordance with the trust agreement securing the revenue bonds	$ 34,744,762	$ 31,002,827
CURRENT LIABILITIES:		
Accounts payable	$ 6,706,387	$ 6,573,162
Accrued wages and vacation pay	7,856,623	6,967,605
Accrued interest	2,068,572	2,148,690
Unredeemed tokens	272,142	260,331
	$ 16,903,724	$ 15,949,788
DEFERRED PAVING LIABILITY	$ 612,566	$ 912,566
DAMAGE RESERVE	$ 9,923,870	$ 7,972,295
	$164,497,869	$163,811,733

The accompanying statements and notes are an integral part of this balance sheet.

Statement of Accumulated Net Earnings

APPROPRIATED IN ACCORDANCE WITH THE TRUST AGREEMENT SECURING THE REVENUE BONDS FOR THE YEAR ENDED DECEMBER 31, 1961

BALANCE DECEMBER 31, 1960	$31,002,827
Deficiency in revenue, representing depreciation for which cash was not available for deposit with trustee, per accompanying statement of application of revenue	$ 843,082*
Items deductible from operating revenue in accordance with the trust agreement securing the revenue bonds, but not deductible from earnings under generally accepted accounting principles—	
Allocation of net earnings for debt service requirements—	
Serial bond maturity fund	2,000,000
Sinking funds	1,972,663
Depreciation deficiency applicable to prior years	253,554
Interest earned on certain funds, not included in transit revenue under the trust agreement—	
Revenue bond reserves	59,913
Depreciation reserve	514,665
Interest expense on equipment trust certificates	335,344*
Net income determined in accordance with generally accepted accounting principles	$ 3,622,369
Discount on retirement of revenue bonds	119,566
BALANCE DECEMBER 31, 1961	$34,744,762

* Denotes red figure.

Statements of Application of Revenue

FOR THE YEARS ENDED DECEMBER 31, 1961 AND 1960

	1961	1960
OPERATING REVENUE:		
Passenger transportation	$128,735,720	$130,264,739
Other	1,875,026	1,828,176
	$130,610,746	$132,092,915
OPERATING EXPENSES:		
Conducting transportation	$ 62,539,333	$ 62,414,913
Maintenance—		
Equipment	19,786,170	20,652,861
Way and structures	6,467,443	6,902,742
Electric power purchased	4,648,665	4,616,412
Fuel for revenue equipment	2,400,594	2,650,907
Rentals under long-term leases	831,435	844,092
Provision for injuries and damages	9,795,805	9,852,889
General and administrative	6,148,575	5,615,398
	$112,618,020	$113,550,214
REVENUE AVAILABLE FOR DEBT SERVICE	$ 17,992,726	$ 18,542,701
DEBT SERVICE REQUIREMENTS:		
Interest	$ 4,160,731	$ 4,314,775
Serial bond maturity fund	2,000,000	2,000,000
Sinking funds	1,972,663	1,872,900
	$ 8,133,394	$ 8,187,675
REVENUE AVAILABLE FOR OTHER REQUIREMENTS	$ 9,859,332	$ 10,355,026
OTHER REQUIREMENTS:		
Depreciation —		
Prior period deficiency	$ 253,554	$ —
Current period	10,448,860	10,567,433
Revenue bond amortization	—	41,147
	$ 10,702,414	$ 10,608,580
DEFICIENCY IN REVENUE, representing depreciation for which cash was not available for deposit with trustee	$ 843,082	$ 253,554

The accompanying notes are an integral part of these statements.

CHICAGO TRANSIT AUTHORITY

Statement of Funds

FOR THE YEAR ENDED DECEMBER 31, 1961

		FUNDS HELD BY			
			REVENUE BOND		
	Total	Transit Revenue	Interest	Serial Maturity	Sinking Funds
BALANCE DECEMBER 31, 1960, before transfers	$ 45,304,534	$ 7,450,935	$2,119,038	$1,000,000	$ 2,471
ADD:					
Collection of revenue	$130,212,759	$130,212,759	$ —	$ —	$ —
Other receipts	4,771,498	4,771,498	—	—	—
Interest income from securities	921,129	—	27,083	24,800	—
Transfers from transit revenue fund	—	134,332,785*	4,160,731	2,000,000	1,972,663
Other transfers	—	346,552	27,083*	24,800*	85,413
	$135,905,386	$ 998,024	$4,160,731	$2,000,000	$2,058,076
DEDUCT:					
Disbursements	$136,289,411	$ —	$4,235,740	$2,000,000	$1,996,434
Transfers from revenue bond trustee to equipment trustee (see accompanying statement)	—	—	—	—	—
	$136,289,411	$ —	$4,235,740	$2,000,000	$1,996,434
BALANCE DECEMBER 31, 1961, before transfers described below:					
Cash	$ 15,816,939	$ 8,448,959	$2,044,029	$ 165,888	$ 64,113
U. S. Government securities (at cost)	29,103,570	—	—	834,112	—
	$ 44,920,509	$ 8,448,959	$2,044,029	$1,000,000	$ 64,113
TRANSFERS to be made subsequent to December 31, 1961:					
Collections deposited January 2, 1962	869,094	869,094	—	—	—
Transfers in January 1962 from transit revenue and working cash funds	—	9,318,053*	—	—	—
Reimbursement of working cash for disbursements payable from special funds	—	—	—	—	—
	$ 45,789,603	$ —	$2,044,029	$1,000,000	$ 64,113
BALANCE DECEMBER 31, 1961, after transfers, classified in accompanying balance sheet as:					
Special funds	$ 18,067,452	$ —	$ —	$ —	$ —
Current assets	18,437,098	—	2,044,029	—	—
Reduction of long-term debt	9,285,053	—	—	1,000,000	64,113
	$ 45,789,603	$ —	$2,044,029	$1,000,000	$ 64,113

* Denotes red figure.

REVENUE BOND TRUSTEE				Funds Held by Equipment Trustee (See Accompanying Statement)	OTHER FUNDS		
Reserves	Depreciation Reserve	Operating Expense Reserve	Moderni-zation		Damage Reserve	Excess Damage Reserve	Working Cash
$8,118,100	$20,974,833	$948,259	$253,154	$ 153,824	$1,230,970	$248,286	$ 2,804,664
$ —	$ —	$ —	$ —	$ —	$ —	$ —	$ —
—	—	—	—	—	—	—	—
287,986	514,665	22,647	—	12,146	25,099	6,703	—
—	9,576,108	—	—	—	—	—	116,623,283
313,486*	—	22,647*	328,641	12,146*	9,422,310	319,070	10,101,824*
$ 25,500*	$10,090,773	$ —	$328,641	$ —	$9,447,409	$325,773	$106,521,459
$ —	$11,684,437	$ —	$380,017	$1,845,453	$7,845,990	$ —	$106,301,340
—	1,844,512	—	—	1,844,512*	—	—	—
$ —	$13,528,949	$ —	$380,017	$ 941	$7,845,990	$ —	$106,301,340
$ 37,600	$ 502,061	$ 3,297	$201,778	$ 7,882	$1,286,721	$ 29,828	$ 3,024,783
8,055,000	17,034,596	944,962	—	145,001	1,545,668	544,231	—
$8,092,600	$17,536,657	$948,259	$201,778	$ 152,883	$2,832,389	$574,059	$ 3,024,783
—	—	—	—	—	—	—	—
—	965,669	—	—	—	729,920	28,621	7,593,843
—	5,548,122*	—	201,778*	—	—	—	5,749,900
$8,092,600	$12,954,204	$948,259	$ —	$ 152,883	$3,562,309	$602,680	$ 16,368,526
$ —	$12,954,204	$948,259	$ —	$ —	$3,562,309	$602,680	$ —
—	—	—	—	24,543	—	—	16,368,526
8,092,600	—	—	—	128,340	—	—	—
$8,092,600	$12,954,204	$948,259	$ —	$ 152,883	$3,562,309	$602,680	$ 16,368,526

The accompanying notes are an integral part of this statement.

Notes To Financial Statements

AS OF DECEMBER 31, 1961

(1) Revenue of each year after deducting operation and maintenance expenses is to be deposited in the following funds, in the order shown, to the extent that moneys are available therefor:

a. Revenue bond interest fund, serial bond maturity fund, sinking funds, and reserve funds—deposits equal to debt service requirements as provided in the revenue bond trust agreement.

b. Depreciation reserve fund—deposits equal to annual depreciation provision and deficiencies, if any, in prior years' deposits.

c. Revenue bond amortization fund—deposits, cumulative within the year, equal to $300,000 quarterly for the series of 1947 and 1952 revenue bonds and $16,714 quarterly for the series of 1953 revenue bonds.

d. Operating expense reserve fund—deposit to be $900,000 each year, until the balance in the fund is equal to at least $4,000,000.

e. Municipal compensation fund—deposit to be computed in accordance with the franchise ordinance.

f. Modernization fund—deposits to be equal to the moneys remaining after making required deposits to the above funds.

(2) Under its pension agreement, which is renegotiated every three years, the Authority has agreed to contribute a fixed percentage of payroll to a contributory pension plan for present and retired employees. Under such agreement, the Authority is not legally obligated to fund the actuarial cost of future benefits to present and retired employees based on past-service costs. At December 31, 1961, such an unfunded amount was approximately $110,000,000.

(3) The Authority leases operating property under long-term contracts having an aggregate rental of approximately $15,500,000 over the remaining lives of such contracts.

Statement of Funds Held By Equipment Trustee

FOR THE YEAR ENDED DECEMBER 31, 1961

		Equipment Trust Certificate Funds			
		For Payment of Interest	For Payment of Principal		
	Total		Series 7	Series 8	Series 9
BALANCE DECEMBER 31, 1960	$ 153,824	$ 29,652	$ 55,000	$ 19,167	$ 50,005
ADD:					
Interest income from securities	$ 12,146	$ 2,172	$ 4,454	$ 1,557	$ 3,963
Interest income transferred to transit revenue fund	12,146*	2,172*	4,454*	1,557*	3,963*
Transfers from revenue bond trustee	1,844,512	335,344	672,500	236,667	600,001
	$1,844,512	$335,344	$672,500	$236,667	$600,001
DEDUCT—Disbursements	$1,845,453	$340,453	$670,000	$235,000	$600,000
BALANCE DECEMBER 31, 1961:					
Cash	$ 7,882	$ 4,815	$ 1,275	$ 1,106	$ 686
U. S. Government securities (at cost)	145,001	19,728	56,225	19,728	49,320
	$ 152,883	$ 24,543	$ 57,500	$ 20,834	$ 50,006
BALANCE DECEMBER 31, 1961, classified in accompanying balance sheet as:					
Current assets	$ 24,543	$ 24,543	$ —	$ —	$ —
Reduction of equipment obligations	128,340	—	57,500	20,834	50,006
	$ 152,883	$ 24,543	$ 57,500	$ 20,834	$ 50,006

* Denotes red figure.

The accompanying notes are an integral part of this statement.

Statement of Revenue Bonds

DECEMBER 31, 1961

		Series of 1947		4½%	4½%
	Total	Interest Rate	Amount	Series of 1952	Series of 1953
REVENUE BONDS, by year of maturity:					
1962	$ 2,000,000	3½ %	$ 2,000,000	$ —	$ —
1963-1965	6,000,000	3½	6,000,000	—	—
1966-1972	13,000,000	3⅝	13,000,000	—	—
1978	55,133,000	3¾	55,133,000	—	—
1982	28,210,000	—	—	21,499,000	6,711,000
REVENUE BONDS, issued and outstanding	$104,343,000		$76,133,000	$21,499,000	$6,711,000
LESS—Funds held by revenue bond trustee:					
Series of 1947 serial bond maturity fund	$ 1,000,000		$ 1,000,000	$ —	$ —
Sinking funds	64,113		557	44,738	18,818
Revenue bond reserve funds (note)	8,092,600		6,400,000	1,289,940	402,660
	$ 9,156,713		$ 7,400,557	$ 1,334,678	$ 421,478
REVENUE BONDS, less above funds	$ 95,186,287		$68,732,443	$20,164,322	$6,289,522
1962 DEPOSIT REQUIREMENTS (exclusive of interest):					
For serial bond maturity	$ 2,000,000		$ 2,000,000	$ —	$ —
For sinking funds	2,171,730		1,682,600	375,000	114,130
For sinking fund applicable to the period November 1, 1960, to July 1, 1961, deferrable until depreciation fund deficit is met	71,523		—	—	71,523
	$ 4,243,253		$ 3,682,600	$ 375,000	$ 185,653

NOTE: Revenue bond reserve requirements were met in prior years. Amounts deposited in these funds can be used only for (1) payment of principal or interest on revenue bonds whenever on any principal or interest payment date there would be insufficient monies held by the trustee in applicable principal, interest, and other funds or (2) retirement of remaining bonds outstanding when reserve funds equal amount of applicable series bonds outstanding. The possibility of insufficiency of monies being available referred to in (1) above is remote.

Statement of Equipment Trust Certificates

DECEMBER 31, 1961

		Series 7		Series 8	Series 9	
	Total	3½%	4⅛%	4⅛%	4½%	4⅜%
EQUIPMENT TRUST CERTIFICATES, by year of maturity:						
1962	$1,550,000	$ 455,000	$ 245,000	$ 250,000	$ 350,000	$ 250,000
1963	1,590,000	475,000	255,000	260,000	350,000	250,000
1964	1,625,000	495,000	260,000	270,000	350,000	250,000
1965	1,655,000	505,000	270,000	280,000	350,000	250,000
1966	835,000	255,000	140,000	140,000	175,000	125,000
Total outstanding	$7,255,000	$2,185,000	$1,170,000	$1,200,000	$1,575,000	$1,125,000
LESS—Funds held by trustee for payment of principal	128,340	37,500	20,000	20,834	29,169	20,837
EQUIPMENT TRUST CERTIFICATES, per balance sheet	$7,126,660	$2,147,500	$1,150,000	$1,179,166	$1,545,831	$1,104,163
DEPOSITS REQUIRED IN 1962 FOR PAYMENT OF PRINCIPAL	$1,553,333	$ 456,667	$ 245,833	$ 250,833	$ 350,000	$ 250,000

NOTES:

(1) Collateral for Series 7, 8 and 9 equipment trust certificates consists of the following:

	Series 7	Series 8	Series 9
Units—			
Propane buses	150	—	175
Elevated-subway cars	147	68	98
	297	68	273
Cost—			
Propane buses	$ 2,992,361	$ —	$ 3,882,850
Elevated-subway cars	8,089,662	3,992,226	6,512,270
	$11,082,023	$3,992,226	$10,395,120

(2) Payments of principal and interest on equipment trust certificates are to be made from the depreciation reserve fund to which deposits are to be made after requirements have been fulfilled for principal and interest on the revenue bonds.

CHICAGO TRANSIT AUTHORITY

Condensed Statement of Application of Revenues to Fixed Requirements
(Revenues applied in order of precedence required by trust agreement)
From Date of Take-Over (October 1,1947) to December 31, 1961.

Year	Revenues	Operating Expenses	Debt Service Requirements	Depreciation	Credit from Operating Expense Reserve	Balance Available for Other Charges
10-1 to 12-31-47	$ 26,965,395	$ 25,200,295	$1,275,115	$ 1,300,000		$ 810,015*
1948	115,645,824	103,033,793	5,100,250	6,210,015#		1,301,766
1949	116,239,238	105,495,146	5,100,250	6,500,000		856,158*
1950	115,812,984	102,055,510	5,100,250	7,356,158#		1,301,066
1951	112,533,696	99,995,224	5,100,250	7,500,000		61,778*
1952(A)	117,122,567	100,716,140	5,388,314	9,431,583#		1,586,530
1953	124,103,962	106,296,905	6,579,336	9,928,317		1,299,404
1954	121,139,515	103,411,537	7,500,612	9,691,161		536,205
1955	120,897,185	102,488,191	7,906,632	9,671,775		830,587
1956	120,193,554	102,711,307	8,090,374	9,615,484		223,611*
1957	124,472,935	106,761,401	8,024,366	10,181,446#	$313,588(B)	180,690*
1958	126,118,729	108,604,206	7,844,966	10,270,188#	—	600,631*
1959	129,880,875	111,144,989	7,789,956	10,991,101#	309,578(B)	264,407
1960	132,092,915	113,550,213	8,228,823	10,567,433	—	253,554*
1961	130,610,746	112,618,020	8,133,394	10,702,414#	—	843,082*

* Deficit in provision for Depreciation, which must be made up from subsequent earnings before deposits may be made to Revenue Bond Amortization Fund, Operating Expense Reserve Fund, Municipal Compensation Fund or Modernization Fund.

Includes carry-over of deficit from prior period.

(A) Chicago Motor Coach Company acquired October 1, 1952.

(B) Revenues in the months of January 1957 and January 1959 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund in the respective years.

Statement of Transportation Property and Organization Expense

Showing Balance at December 31, 1960, Plus Additions and Less Retirements During the Year 1961 and Balance at December 31, 1961

	Balance Dec. 31, 1960	Gross Additions	Retirements	Balance Dec. 31, 1961
Land	$ 13,642,955	$ 414,500	$ 182,438	$ 13,875,017
Track and Paving	8,032,942	917,194	116,235	8,833,901
Machinery and Tools	4,175,380	233,446	60,070	4,348,756
Electric Line Equipment	9,564,932	388,259	288,370	9,664,821
Buildings	24,719,373	1,243,429	686,870	25,275,932
Cars	44,398,379	47,985	21,928	44,424,436
Buses	58,410,091	7,955,734	1,772,502	64,593,323
Work Cars, Autos and Service Equipment	1,754,887	80,697	20,638	1,814,946
Furniture	1,360,763	57,221	37,150	1,380,834
Signals and Interlocking	991,049	289,674	489	1,280,234
Crossings, Fences and Signs	1,001,475	29,209	—	1,030,684
Elevated Structures	6,996,964	219,286	—	7,216,250
Substation Equipment	1,989,106	253,942	1,593	2,241,455
Telephone and Communications	691,511	23,966	13,906	701,571
Engineering	46,623	—	—	46,623
General and Miscellaneous	3,931,993	400,000	30,382	4,301,611
Total Transportation Property	$181,708,423	$12,554,542	$3,232,571	$191,030,394
Organization Expense	85,316	—	—	85,316
TOTAL	$181,793,739	$12,554,542	$3,232,571	$191,115,710

ANNUAL OPERATING STATISTICS — OCTOBER 1 TO

	ORIGINATING REVENUE PASSENGERS			REVENUE
Calendar Year	Surface System	Rapid Transit System	Combined Total	Surface System
1947(A)	222,292,611	37,845,169	260,137,780	32,739,874
1948	825,379,675	137,621,520	963,001,195	131,244,673
1949	724,851,315	122,259,827	847,111,142	125,969,234
1950	641,597,249	110,603,719	752,200,968	118,400,008
1951	584,141,163	112,807,016	696,948,179	112,814,332
1952(B)	545,332,228	112,687,227	658,019,455	111,925,857
1953	574,821,563	111,738,503	686,560,066	122,363,190
1954	529,934,199	111,232,302	641,166,501	120,937,456
1955	510,603,672	112,889,976	623,493,648	119,402,217
1956	505,623,461	115,659,105	621,282,566	118,243,862
1957	469,785,257	112,280,610	582,065,867	117,843,204
1958	426,226,629	107,067,414	533,294,043	113,616,557
1959	432,684,329	113,330,994	546,015,323	109,920,263
1960	421,832,145	112,924,491	534,756,636	109,545,835
1961	395,405,445	110,126,318	505,531,763	107,536,463
Per Cent Decrease:				
1961 from 1948	52.09%	19.98%	47.50%	18.06%
1961 from 1960	6.26%	2.48%	5.47%	1.83%

CHICAGO TRANSIT AUTHORITY

DECEMBER 31, 1947, AND YEARS 1948 THROUGH 1961

CAR AND BUS MILES		PASSENGERS CARRIED PER MILE OPERATED				
Rapid Transit System	Combined Total	Surface System	Rapid Transit System	Combined Total	Population of Chicago	Rides per Capita
11,591,882	44,331,756	6.79	3.26	5.87	3,553,714	—
46,668,452	177,913,125	6.29	2.95	5.41	3,576,128	269
47,571,024	173,540,258	5.75	2.57	4.88	3,598,543	235
44,534,576	162,934,584	5.42	2.48	4.62	3,620,962	208
43,477,631	156,291,963	5.18	2.59	4.46	3,613,907	193
43,365,299	155,291,156	4.87	2.60	4.24	3,606,851	182
43,140,398	165,503,588	4.70	2.59	4.15	3,599,795	191
43,285,362	164,222,818	4.38	2.57	3.90	3,592,740	178
43,667,246	163,069,463	4.28	2.59	3.82	3,585,684	174
44,317,276	162,561,138	4.28	2.61	3.82	3,578,628	174
44,487,108	162,330,312	3.99	2.52	3.59	3,571,572	163
42,991,829	156,608,386	3.75	2.49	3.41	3,564,516	150
44,325,456	154,245,719	3.94	2.56	3.54	3,557,460	153
44,633,251	154,179,086	3.85	2.53	3.47	3,550,404	151
44,193,072	151,729,535	3.67	2.49	3.33	3,532,000	143
5.30%	14.72%	41.65%	15.59%	38.45%	1.23%	46.84%
0.99%	1.59%	4.68%	1.58%	4.03%	0.52%	5.30%

NOTES:

(A) CTA took over operation of Chicago Surface Lines and Chicago Rapid Transit Co. on October 1, 1947.

(B) CTA took over operation of Chicago Motor Coach Company on October 1, 1952.

Revenue Equipment Owned

December 31, 1961

	On Hand Dec. 31, 1960	January 1, 1961 to Dec. 31, 1961		On Hand Dec. 31, 1961
		Acquired	Retired	
SURFACE SYSTEM:				
Buses—				
Trolley Buses	561	—	2	559
Gas—Mechanical	42	—	12	30
Gas—Hydraulic	437	—	97	340
Diesel—Hydraulic	681	300	3	978
Propane—Hydraulic	1,448	—	—	1,448
TOTAL SURFACE EQUIPMENT	3,169	300	114	3,355
RAPID TRANSIT SYSTEM:				
Elevated—Subway Cars—				
Steel, conventional type	446	—	5	441
Metal, articulated	4	—	—	4
Metal, P. C. C.	770	—	—	770
TOTAL RAPID TRANSIT CARS	1,220	—	5	1,215
TOTAL REVENUE EQUIPMENT OWNED	4,389	300	119	4,570

Mileage Owned, Leased and Operated

December 31, 1961

	Surface System	Rapid Transit System	Combined
Track Owned or Leased:			
Owned	67.78	172.54	240.32
Leased (Subways and Congress Expressway)	—	30.13	30.13
Total Track Owned or Leased	67.78	202.67	270.45
Revenue and Non-Revenue Track or Route Mileage:			
Revenue Miles in Operation—			
Revenue Tracks	—	160.65	160.65
Trolley Bus Lines (Single Way Miles)	246.04	—	246.04
Motor Bus Lines (Single Way Miles)	1,581.50	—	1,581.50
Total Revenue Miles	1,827.54	160.65	1,988.19
Non-Revenue Miles—			
Unused Track	65.92(1)	—	65.92
Service Track	1.86(2)	42.02(3)	43.88
Connecting Trolley Bus Lines and Trolley Bus Storage	17.79	—	17.79
Total Non-Revenue Miles	85.57	42.02	127.59
TOTAL	1,913.11	202.67	2,115.78

NOTES:

(1) This mileage covers Tracks located in public ways and streets which are isolated, Tracks from which electric service has been disconnected and Tracks not used.

(2) This mileage covers Tracks located in 78th & Vincennes Yard, and railroad track connection into South Shops plant.

(3) Includes 14.63 miles of Main Line Storage Track, and 2.57 miles of freight Gauntlet Track, Evanston Branch. Balance consists of Track in yards and carhouses.

Operating Statistics

For Year Ended December 31, 1961

	Surface System	Rapid Transit System	Combined
PASSENGER TRAFFIC STATISTICS:			
Revenue Passengers	395,405,445	110,126,318	505,531,763
Revenue Vehicle Miles—			
Cars	—	44,193,072	44,193,072
Trolley Coaches	17,333,867	—	17,333,867
Motor Buses	90,202,596	—	90,202,596
TOTAL REVENUE VEHICLE MILES	107,536,463	44,193,072	151,729,535
Revenue per Vehicle Mile	93.78¢	67.35¢	86.08¢
Revenue Vehicle Hours—			
Cars	—	—(1)	—
Trolley Coaches	1,819,059	—	1,819,059
Motor Buses	8,884,759	—	8,884,759
TOTAL REVENUE VEHICLE HOURS	10,703,818	—	10,703,818
POWER STATISTICS:			
Direct Current Kilowatt Hours	67,647,866	203,919,037	271,566,903
Average cost per Kilowatt Hour	—	—	1.904¢
MOTOR BUS FUEL STATISTICS:			
Gasoline — Gallons	3,091,866		
Average Miles per Gallon	2.87		
Diesel Fuel — Gallons	6,095,922		
Average Miles per Gallon	4.16		
Propane Fuel — Gallons	25,048,139		
Average Miles per Gallon	2.23		

(1) Not Available.

Route and Terminal Changes

Route and Number	Effective Date	Description of Change
South Halsted (42B)	1-3-61	Certain weekday trips were extended from the Lowe-127th terminal to operate east on 127th to Wentworth, north on Wentworth to Brayton Avenue where a "U" turn is made. Nine A.M. and seventeen P.M. trips operated to the extended terminal. This extension was authorized with the provision that it be self-sustaining. Checks when schools were closed showed riding could not support the service and the extended trips were therefore discontinued with closing of schools and resumed with opening of schools.
Douglas (136)	1-16-61	Quincy Street was closed to traffic for construction of the new U. S. Government Building. Douglas buses which had operated east on Jackson, north on State, west on Quincy, and north on Dearborn were rerouted, to operate east on Jackson and north on Dearborn.
Jackson—Independence (127)	1-16-61	Quincy Street was closed to traffic for construction of the new U. S. Government Building. Former operation east on Jackson, north on State, west on Quincy and north on Dearborn was rerouted to operate east on Jackson and north on Dearborn.
Cermak Road (21)	2-12-61	Effective this date, all service between midnight and 6:30 A.M. was turned at Prairie Avenue. The service between 6:30 A.M. and midnight operates to McCormick Place except for the period between 6:30 A.M. and 9:30 A.M. on Weekdays when only alternate trips operate to McCormick Place with the balance of the trips during this period operating to the Prairie Avenue Terminal.
Southport Avenue (46)	2-12-61	Late evening service curtailed by removal of the round trip leaving Belle Plaine Avenue at 1:32 A.M. on all days of the week. The Sunday schedule was curtailed by removal of the round trips leaving Belle Plaine Avenue at 12:30 A.M., 12:43 A.M. and 1:02 A.M.
Green Pennant	2-18-61	Green Pennant Express service for McCormick Place Exhibition Hall was developed for operation during special events. This service operates from Union Station north on Canal, east on Washington, south on Michigan, east on Monroe, south on Columbus Drive and Lake Shore Drive West and east on 23rd St. to McCormick Place. Routing from McCormick Place is north on Lake Shore Drive East, west on Roosevelt Drive, north on Columbus Drive, west on Jackson Drive, north on Michigan, west on Adams to Union Station.

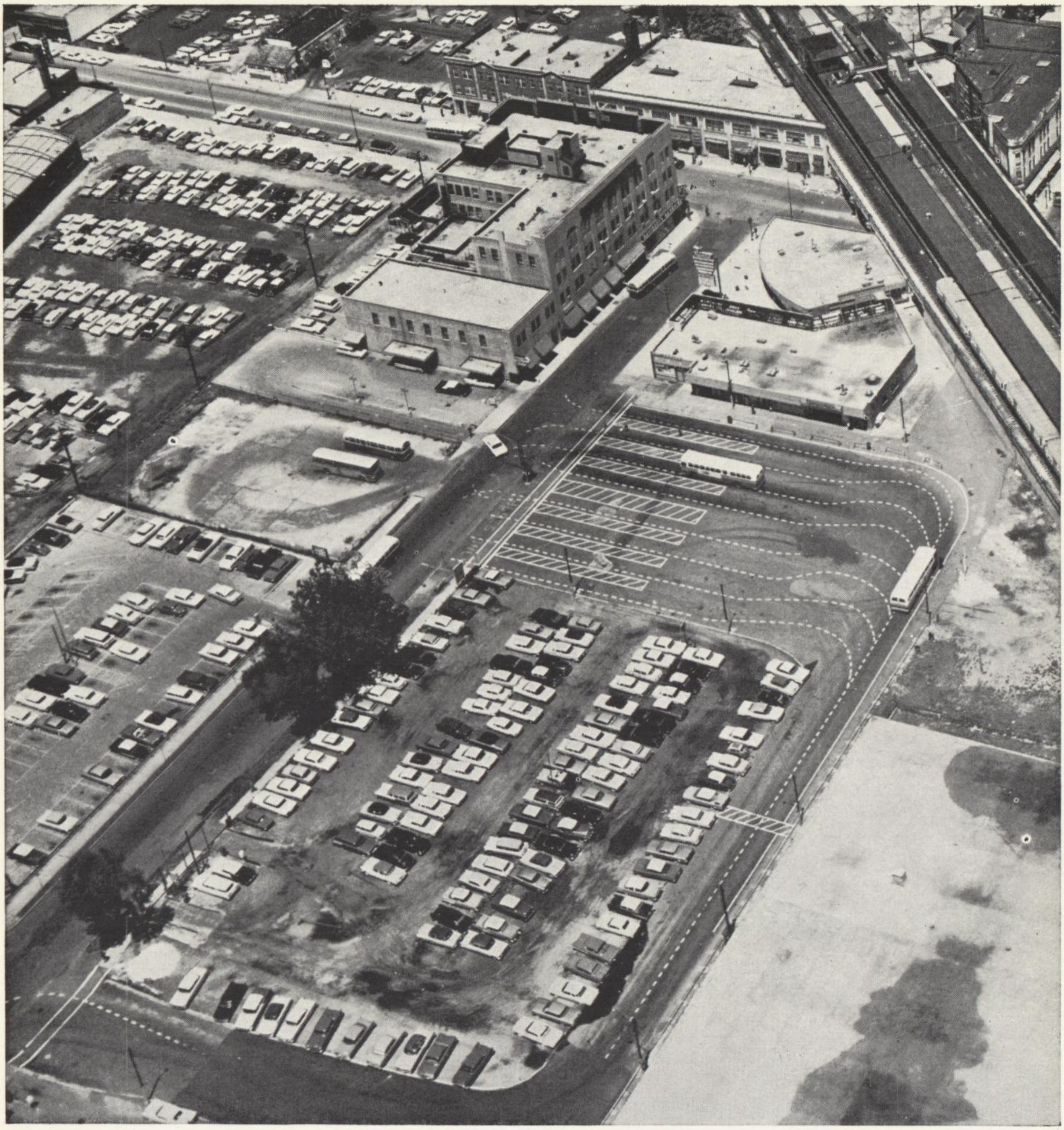
Route and Number	Effective Date	Description of Change
Ogden Ave. Ext. (58A)	3-26-61	Extended one block south on Wood Street to give better service to the West Side Medical Center District.
Jeffery Express (5)	3-27-61	Operation expanded to cover the hour between noon and 1:00 P.M. on Weekdays. Four trips were added at 15 minute intervals.
Devon-Northwest Expressway (19)	3-27-61	Operation improved by addition of one morning rush hour and three afternoon rush hour trips to accommodate increased volume of riding.
Morgan-Racine (23)	3-27-61	Discontinued the last two round trips leaving Pershing Road at 1:30 A.M. and 2:00 A.M. on Weekdays and Saturdays.
Ohio Depots (157)	4-3-61	One-way street pattern affecting Ohio and Ontario streets required rerouting of westbound movement over Ontario St. between Fairbanks and Michigan.
Montrose-Lawrence (81A)	6-18-61	Line extended to operate via Simonds Drive between Montrose and Lawrence Avenues to better serve the Montrose Beach on days when weather conditions require.
Douglas (136)	6-18-61	Discontinued Sunday service between Lake-Hamlin and Independence Square. There was no change in service between Independence Square and Dearborn-Adams.
West 31st St. (31A)	6-18-61	Discontinued Sunday service which had covered the period 9:00 A.M. and 9:00 P.M. operating between California and Kilbourn Avenue.
West Fullerton (74B)	6-19-61	Extended west from the Grand-Nordica Loop to the Elmwood Parkway Circle near Wrightwood-77th Avenue. This operation is for an 18-hour day, Monday through Saturday only.
Monroe Parking (148)	6-19-61	Discontinued Monday and Thursday evening service which had operated between 6:00 P.M. and 9:00 P.M.
Canal-Wacker (15)	6-24-61	Discontinued Saturday service which had covered the period 6:00 A.M. to 5:00 P.M.
Lake Street (16)	7-30-61	Sunday service changed to operate between Lake-Austin and Ashland Avenue looping at the east terminal via Lake-Paulina, Madison and Ashland. The east terminal on Sundays formerly was at the Prudential Building, operated via Lake, Stetson Drive, Randolph and Canal Street.
Elston-Clybourn (41)	7-30-61	Discontinued service on Sundays and during owl periods on Weekdays and Saturdays.

Route and Number	Effective Date	Description of Change
Ogden Avenue (58)	7-30-61	Line changed to operate between 25th-Laramie and Ogden-Madison all day on Sundays and during the owl period on Weekdays and Saturdays, looping at the east terminal via Ogden, Madison, Ashland, and Ogden.
Elston (13)	7-31-61	Discontinued mid-day service on Weekdays between 9:00 A.M. and 3:30 P.M. operated between California-Roscoe and Chicago-Milwaukee via California, Elston, and Fry Street. This discontinuance removed all service on Elston south of Division Street and left only Weekday rush hour service on Elston south of Belmont Avenue.
93rd-95th (95)	8-25-61	Routing at the west terminal from 6:00 A.M. to 10:00 P.M. changed to operate over the routing that prevailed from 10:00 P.M. to 6:00 A.M. This new routing is via 95th, Campbell Avenue, and the service area of Evergreen Shopping Plaza.
Hyde Park (2)	8-27-61	Routing changed to operate via 51st Street between South Parkway-51st and Drexel Square-Hyde Park Boulevard. This service operates only during rush hours on Weekdays.
Taylor-Sedgwick-Sheffield (37)	9-10-61	Line was changed to operate between Sheffield-Clark and Wells-Harrison all day on Sundays and during the owl period on Weekdays and Saturdays. The south terminal operation is via Wells, Van Buren, Sherman, Harrison and Wells.
Addison (152)	9-10-61	Changed to operate between Addison-Pueblo and Addison-Lake Shore Drive on Sundays, looping at the east terminal via Addison, Halsted, Broadway, Sheridan, Lake Shore Drive and Addison Street. Formerly the east terminal on Sundays between Noon and Midnight had been Congress-State.
115th Street (115)	9-10-61	Discontinued Sunday service which had operated between 115th-Halsted and 115th-Cottage Grove via 115th Street between the hours 8:20 A.M. and 9:20 P.M.
83rd Street (83)	9-10-61	Discontinued Sunday service which had operated between 83rd-South Chicago and 83rd-Green Bay via 83rd Street between the hours 5:30 A.M. and 12:55 A.M.
Yates-95th (89)	9-10-61	Discontinued Sunday service which had operated between 91st-Baltimore and 104th-Torrence during the period from 7:30 A.M. to 6:45 P.M.
Morgan-Racine (23)	9-10-61	Discontinued service on Saturdays and Sundays and on Weekdays during the midday and evening periods. The weekday rush hour service that was retained covered the periods 6:00 A.M. to 10:00 A.M., and from 3:00 P.M. to 7:00 P.M.

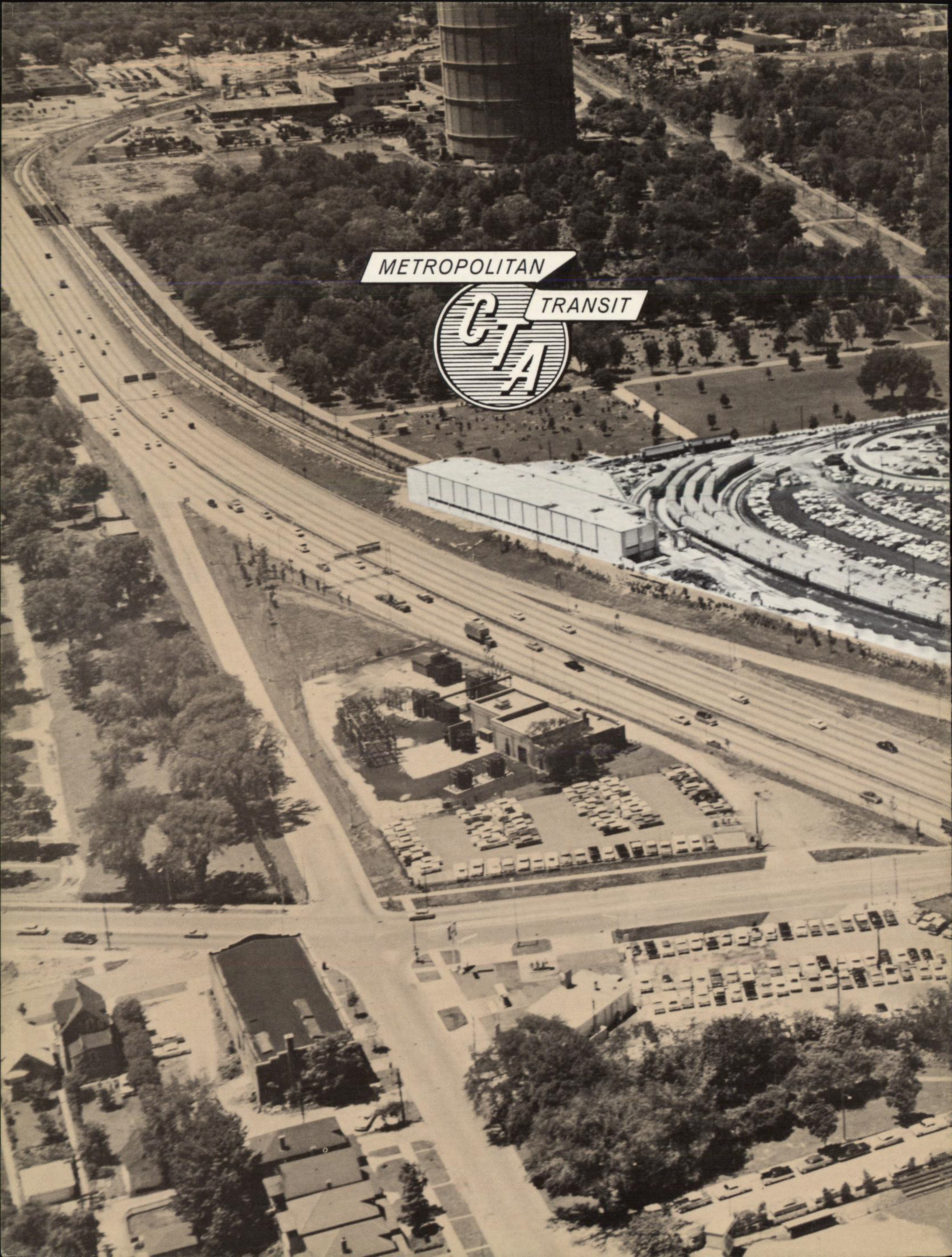
Route and Number	Effective Date	Description of Change
Roscoe (98)	9-16-61	Discontinued Saturday service. This route had been a looping operation during the morning rush hours only.
Drexel-Hyde Park (1) Jeffrey (5)	9-17-61	Discontinued Drexel-Hyde Park Sunday operation. This operation had been between 83rd-South Shore and Wacker terminal. Simultaneously with the discontinuance of the Drexel-Hyde Park #1 Sunday operation, the Jeffery #5 line was extended to operate to Wacker Terminal between 9:00 A.M. and 2:00 P.M. and between 6:00 P.M. and Midnight. Formerly these Jeffery #5 trips had operated to Wacker terminal only during the period between 2:00 P.M. and 6:00 P.M. and the routing differed from the #1 routing only that they operated northbound via 43rd-Indiana and southbound via Michigan-43rd between 33rd Street and 43rd Streets. Thus the only area that suffered a complete loss of service by the #1 discontinuance on Sunday was along South Shore from 83rd to 67th Streets. All other areas involved, including those caused by the shift of #5 routing had had duplicating services.
Laramie Avenue (57)	10-22-61	Sunday service discontinued. This operation had been between Grand Avenue and Lavergne-Flournoy via Laramie, Harrison and Lavergne.
Windsor Park (24)	10-22-61	Sunday service discontinued and Saturday service was also discontinued except for the period from 8:00 A.M. to 6:00 P.M.
Diversey (76)	10-22-61	Line was changed to operate between Diversey-Harlem and Diversey-Sheridan on Sundays, looping at the east terminal via Diversey, Sheridan and Old Lake Shore Road. Formerly the east terminal on Sundays between 11:00 A.M. and 11:30 P.M. had been Adams-Wabash.
Southport (46)	10-22-61	Discontinued Sunday service which had operated between Belle Plaine-Clark and Cortland-Paulina via Southport, Cortland from 4:30 A.M. until 12:25 A.M. next day.
West 31st Street (31A)	10-28-61	Discontinued Saturday service which had operated between California and Kilbourn Avenue from 4:50 A.M. until 1:30 A.M. next day.
Washington Express (131)	10-28-61	The Saturday starting time in the morning was changed and made later by 25 minutes, and service was closed down 1¾ hours earlier. This left service coverage from 7:08 A.M. through 9:00 P.M., operating at intervals ranging from 12 to 30 minutes.

Route and Number	Effective Date	Description of Change
Kimball (82)	10-29-61	Discontinued Sunday service south of Lawrence Avenue. The line had been operated between Devon-Kedzie Loop and Logan Square from 5:15 A.M. until 1:25 A.M. next day. The changed operation supplies service from 7:30 A.M. to 10:15 P.M. between Devon-Kedzie to a connection with the Ravenswood "L" at Lawrence-Kimball.
Peterson Avenue (84)	10-29-61	West terminal was changed to an enlarged off-street terminal at Caldwell-Central and eliminated the hazard caused by leaving buses standing at the curb during layover periods.
Ravenswood Branch of Rapid Transit System	10-29-61	The Ravenswood route was shortened during owl periods on all days of the week and all day on Sundays to operate between the Kimball Terminal and Belmont Station. This operation had formerly been between Kimball Terminal and Armitage Station. The owl headways were opened from 30 minutes to 45 minutes, and the Sunday headways were opened from 11 minutes to 22 minutes before 10:00 A.M. and after 8:30 P.M. and from 11 minutes to 15 minutes between 10:00 A.M. and 8:30 P.M.
Wentworth Avenue (22A)	11-17-61	Routing changed on account of South Expressway construction. Revised routing is via Wentworth, Frontage Road, Yale, Englewood, Princeton, Root, Wells, Pershing to Wentworth, and return.
South Damen (50A)	11-28-61	North terminal changed to operate north on Damen east service drive to 46th, U-turn via 46th under the bridge and south on the Damen west service drive.
Pershing Road (39)	12-3-61	Line extended in the east terminal area to go south on Ellis from Oakwood to 40th Street, east on 40th Street from Ellis to Lake Park and north on Lake Park to resume the former routing at Oakwood and Lake Park.
Clark Street (22)	12-3-61	Buses routed into the new Hermitage-Birchwood loop via north on Clark, Northeast on Rogers, north on Hermitage through the terminal, south on Hermitage, southwest on Rogers and south on Clark.
Lunt-Touhy (96)	12-3-61	Buses routed into the new Hermitage-Birchwood loop via northeast on Rogers, north on Hermitage through the terminal, south on Hermitage and southwest on Rogers.
Skokie (97)	12-3-61	Buses routed into the new Hermitage-Birchwood loop via east on Howard, south on Clark, east on Birchwood, through the terminal, north on Hermitage and west on Howard.

Route and Number	Effective Date	Description of Change
Devon Avenue (14)	12-4-61	Extended service on Devon Avenue between Cicero and the Central-Caldwell Terminal. The former Devon Avenue operation between Devon-Kedzie and Cicero-Pensacola was retained. These operations are Weekdays and Saturday only.
Devon-Northwest Expressway (19)	12-4-61	Extended operation from the former west terminal at Devon-Avondale Avenues. The extension was west in Devon to Canfield (Ozanam), north in Ozanam to Olmsted where the loop is via Overhill, Northwest Highway and Ozark Avenue. The expressway trips operate inbound A.M. and outbound P.M. Reverse trips are non-stop and operate via the Northwest Expressway to or from Canfield entrance or exit, and via Canfield to or from the Ozark terminal. Local stops are made in the territory of extension inbound in the A.M. and outbound in the P.M.
State Street (36A)	12-10-61	Routing changed on account of South Expressway construction. The revised routing is via State, 69th, Lafayette, 95th Street, replacing the former routing via State Street through the area.



Aerial view of the new off-street bus-rapid transit passenger interchange terminal at Howard Street and Hermitage Avenue, which was placed in service December 3. This direct passageway between the terminal and rapid transit station eliminates the necessity of passengers going to or crossing the street to make their transit connections. When the work is completed, passengers will alight from buses under a canopy over the walkway to the station, and departing passengers will board buses under canopies sheltering all of the bus berths.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